

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 05/2008

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF SHARONVILLE CODE# 061-71892

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 14 / 09

CONTACT: MARK A. KLUESENER, P.E. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL mkluesener@cds-assoc.com

PROJECT NAME: KEMPER CONNECTOR INTERSECTION IMPROVEMENTS

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
 (Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$460,460.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 657,800.00 FUNDING REQUESTED: \$ 460,460.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 460,460 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☐ State Capital Improvement Program ☐ Small Government Program
☒ Local Transportation Improvements Program

2009 SEP 18 PM 12:00

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
 Local Participation _____ %
 OPWC Participation _____ %
 Project Release Date: ____ / ____ / ____
 OPWC Approval: _____

APPROVED FUNDING: \$ _____
 Loan Interest Rate: _____ %
 Loan Term: _____ years
 Maturity Date: _____
 Date Approved: ____ / ____ / ____
 SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)	TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:	\$ <u> .00</u>	\$ <u> .00</u>
	Preliminary Design	\$ <u> .00</u>	
	Final Design	\$ <u> .00</u>	
	Bidding	\$ <u> .00</u>	
	Construction Phase	\$ <u> .00</u>	
	Additional Engineering Services *Identify services and costs below.	\$ <u> .00</u>	\$ <u> .00</u>
b.)	Acquisition Expenses: Land and/or Right-of-Way	\$ <u> .00</u>	\$ <u> .00</u>
c.)	Construction Costs:	\$ <u> 597,990.00</u>	\$ <u> .00</u>
d.)	Equipment Purchased Directly:	\$ <u> .00</u>	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ <u> .00</u>	
f.)	Construction Contingencies:	\$ <u> 59,810.00</u>	
g.)	TOTAL ESTIMATED COSTS:	\$ <u> 657,800.00</u>	

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u> 65,780.00</u>	<u> 10%</u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER <u> MRF </u>	\$ <u> 131,560.00</u>	<u> 20%</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u> 197,340.00</u>	<u> 30%</u>
d.) OPWC Funds		
1. Grant	\$ <u> 460,460.00</u>	<u> 70%</u>
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u> 460,460.00</u>	<u> 70%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 657,800.00</u>	<u> 100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# N/A Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: KEMPER CONNECTOR INTERSECTION IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is in the northeast quadrant of Sharonville immediately south of the Reed Hartman Highway-I-275 interchange. Kemper Connector links Kemper Road to Reed Hartman Highway and the interchange.

PROJECT ZIP CODE: 45241

B: PROJECT COMPONENTS:

Pavement widening/addition to create: on westbound Kemper, a double left turn lane to the Connector and a through lane; on southbound Connector, a double right-turn onto northbound Reed Hartman Highway; and, on northbound Connector, a double right turn onto eastbound Kemper. Pavement planning and resurface Kemper and Connector within project limits with 1-3/4" and 1-1/2" asphalt intermediate and surface courses, respectively. Modify signal at Reed Hartman Highway and replace signal at Kemper. New curb and gutter and modify storm sewer as required. New pavement markings and signage.

C: PHYSICAL DIMENSIONS:

Kemper Road: Existing pavement is 45' wide (4 lanes), proposed widened pavement is 56' (5 lanes). Project length on Kemper is 650'.

Connector: Existing pavement is 46' wide (4 lanes); proposed widened pavement is 60' typical (5 lanes). Project length on Connector is 600'.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 17,429 Year: 2009 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 231,600.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 426,200.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01 / 04 / 10</u>	<u>05 / 28 / 10</u>
4.2 Bid Advertisement and Award:	<u>07 / 05 / 10</u>	<u>08 / 03 / 10</u>
4.3 Construction:	<u>08 / 09 / 10</u>	<u>05 / 27 / 11</u>
4.4 Right-of-Way/Land Acquisition:	<u>01 / 01 / 10</u>	<u>05 / 28 / 10</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1 CHIEF EXECUTIVE

OFFICER Mr. Ted Mack
TITLE Safety Service Director
STREET City of Sharonville
10900 Reading Road
CITY/ZIP City of Sharonville, Ohio 45241
PHONE (513) 563-1144
FAX (513) 563-0617
E-MAIL tmack@cityofsharonville.com

5.2 CHIEF FINANCIAL

OFFICER Ms. Amy Moore
TITLE Deputy Auditor
STREET City of Sharonville
10900 Reading Road
CITY/ZIP City of Sharonville, Ohio 45241
PHONE (513) 563-1144
FAX (513) 563-0617
E-MAIL amoore@cityofsharonville.com

5.3 PROJECT MANAGER

TITLE Mr. Mark A. Kluesener, P.E.
STREET City Engineer
CDS Associates, Inc.
11120 Kenwood Road
CITY/ZIP Cincinnati, Ohio 45242
PHONE (513) 791-1700
FAX (513) 791-1936
E-MAIL mkluesener@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

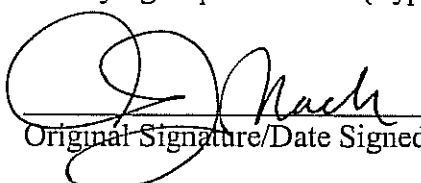
- [x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Ted Mack, Safety Service Director
Certifying Representative (Type or Print Name and Title)

 9/17/09
Original Signature/Date Signed

CDS Associates, Inc

PROJECT: KEMPER CONNECTOR INTERSECTION IMPROVEMENTS
CITY OF SHARONVILLE

DATE: 2009-09-15
PROJECT: 2009002-020

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		ROADWAY				
1	201	CLEARING AND GRUBBING	1	LS	\$5,000.00	\$5,000.00
2	202	PAVEMENT REMOVED (DRIVE APRON)	30	SY	\$30.00	\$900.00
3	202	CURB/GUTTER REMOVED	1500	FT	\$5.00	\$7,500.00
4	202	GUARDRAIL REMOVED	400	FT	\$2.50	\$1,000.00
5	202	CATCH BASIN REMOVED	2	EA	\$500.00	\$1,000.00
6	203	EXCAVATION	932	CY	\$25.00	\$23,300.00
7	203	EMBANKMENT	150	CY	\$25.00	\$3,750.00
8	204	SUBGRADE COMPACTION	1,530	SY	\$5.00	\$7,650.00
9	254	PAVEMENT PLANING	7,300	SY	\$5.00	\$36,500.00
10	302	ASPHALT CONCRETE BASE (9")	280	CY	\$140.00	\$39,200.00
11	407	TACK COAT	630	GAL	\$2.00	\$1,260.00
12	448	ASPHALT CONCRETE INTERMEDIATE COURSE (1.75")	410	CY	\$200.00	\$82,000.00
13	448	ASPHALT CONCRETE SURFACE COURSE (1.5")	350	CY	\$200.00	\$70,000.00
14	452	7" NON-REINFORCED CONCRETE PAVEMENT (DRIVE APRON)	100	SY	\$80.00	\$8,000.00
15	603	12" CONDUIT, TYPE B	50	LF	\$65.00	\$3,250.00

CDS Associates, Inc

PROJECT: KEMPER CONNECTOR INTERSECTION IMPROVEMENTS
CITY OF SHARONVILLEDATE: 2009-09-15
PROJECT: 2009002-020

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
16	604	CATCH BASIN, TYPE 3	2	EA	\$3,000.00	\$6,000.00
17	606	GUARDRAIL, TYPE 5	400	FT	\$15.00	\$6,000.00
18	609	COMBINATION CURB AND GUTTER	1,500	LF	\$30.00	\$45,000.00
19	614	MAINTAINING TRAFFIC	1	LS	\$30,000.00	\$30,000.00
20	653	TOPSOIL FURNISHED AND PLACED (4")	400	CY	\$35.00	\$14,000.00
21	659	SEEDING AND MULCHING	3,560	SY	\$3.00	\$10,680.00
		TRAFFIC CONTROL				
22	630	SIGNAGE - GROUND MOUNTED	1	LS	\$2,500.00	\$2,500.00
23	630	CANTILEVERED OVERHEAD GUIDE SIGN (Kemper Connector)	1	LS	\$7,500.00	\$7,500.00
24	632	KEMPER / CONNECTOR SIGNAL (New mast arm signal)	1	LS	\$120,000.00	\$120,000.00
25	632	RHH / CONNECTOR SIGNAL MODIFICATIONS - Reconfigure span box with new pole (NE), new controller and new signal heads	1	LS	\$60,000.00	\$60,000.00
26	644	STRIPING	1	LS	\$6,000.00	\$6,000.00
KEMPER CONNECTOR CONSTRUCTION SUBTOTAL						\$597,990.00
10% (+/-) CONTINGENCY						\$59,810.00
KEMPER CONNECTOR CONSTRUCTION TOTAL						\$657,800.00

CDS Associates, Inc

PROJECT: KEMPER CONNECTOR INTERSECTION IMPROVEMENTS
CITY OF SHARONVILLE

DATE: 2009-09-15
PROJECT: 2009002-020

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost

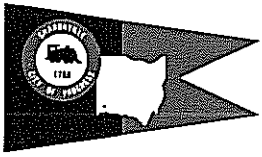
USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE KEMPER CONNECTOR INTERSECTION IMPROVEMENTS WILL BE 20 YEARS.

THE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLANS, AND THEN CURRENT CONSTRUCTION COSTS. ACTUAL COST IS SUBJECT TO ADJUSTMENT DUE TO CONSTRUCTION SCHEDULES AND BIDS BY QUALIFIED CONTRACTORS.

Mark A. Kluesener 9-17-09

MARK A. KLUESENER, P.E.
OHIO REGISTRATION #48151





CITY
OF
SHARONVILLE

10900 Reading Road
Sharonville, Ohio 45241
(513) 563-1144
FAX (513) 563-0617

ADMINISTRATIVE OFFICES

SAFETY/SERVICE DIRECTOR
Ted J. Mack

MAYOR
Virgil G. Lovitt, II

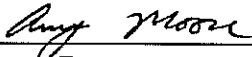
DEPUTY SAFETY SERVICE DIRECTORS
Robert A. Fisher
Christine M. Thompson

CERTIFICATION OF FUNDS

Concerning the **Kemper Connector Intersection** Project, the City of Sharonville will contribute \$65,780.00 toward the project, an amount equal to 10% local contribution.

I hereby certify the \$65,780.00 portion of the local share for the above project will be available and appropriated on or before the date listed in the Project Schedule Section.

The City of Sharonville has also applied for a grant of \$131,560 from the Municipal Road Funds as an additional 20% local share toward the State Capital Improvement Program funding application for a total combined local share of 30% (see enclosed MRF application).



Amy Moore, Deputy Auditor
City of Sharonville

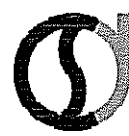
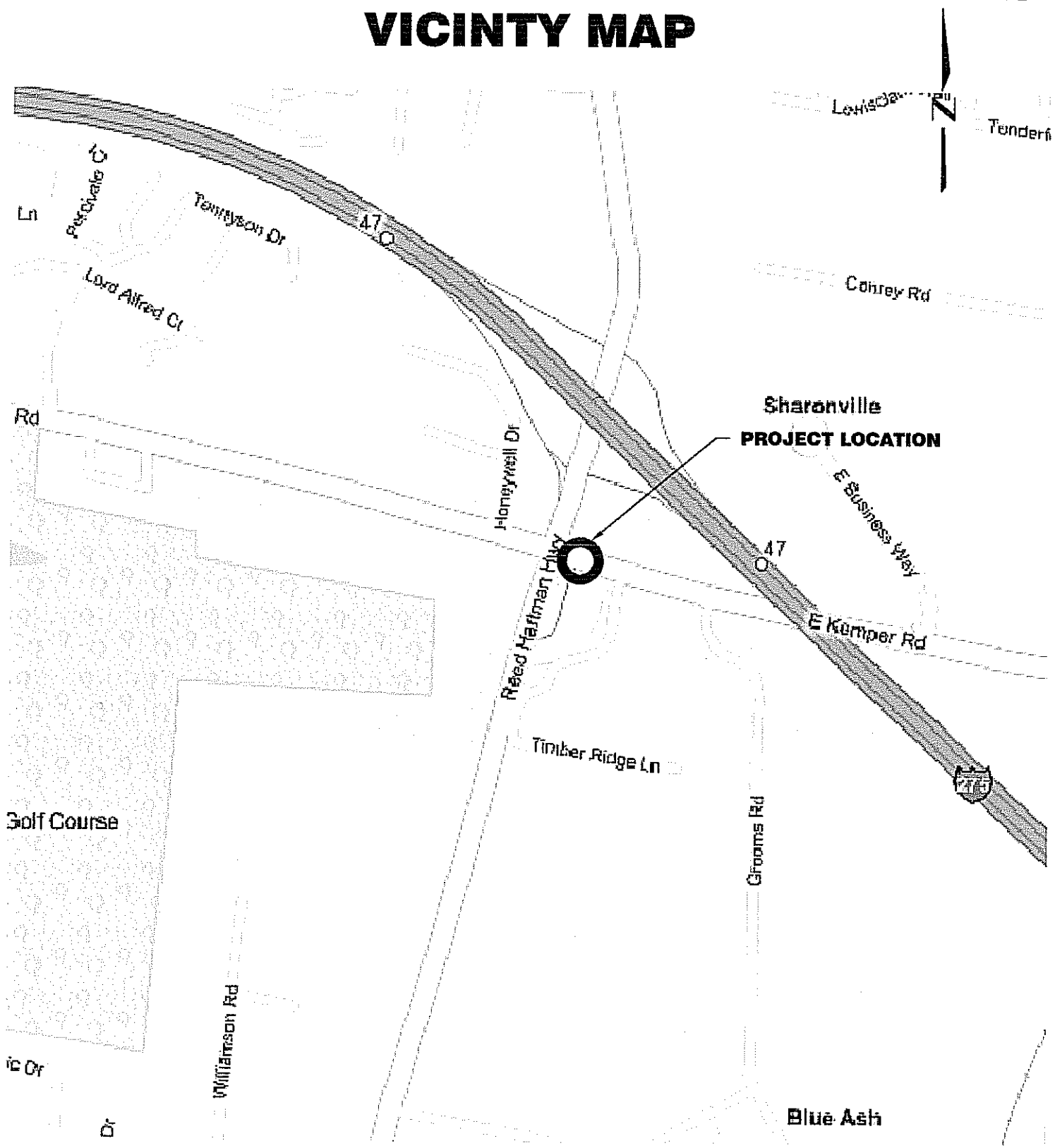
1 9/16/09

Date

CITY OF SHARONVILLE

KEMPER CONNECTOR INTERSECTION IMPROVEMENTS

VICINITY MAP



CDS ASSOCIATES, INC.

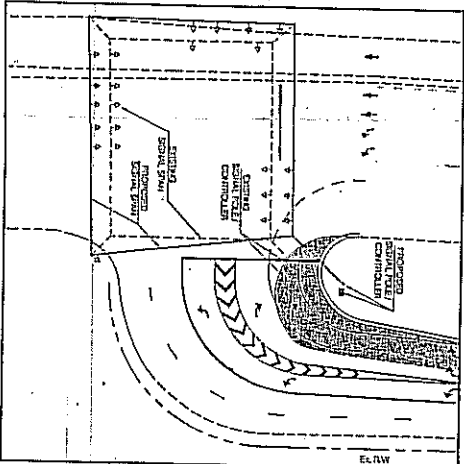
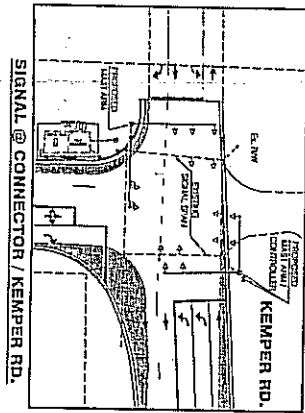
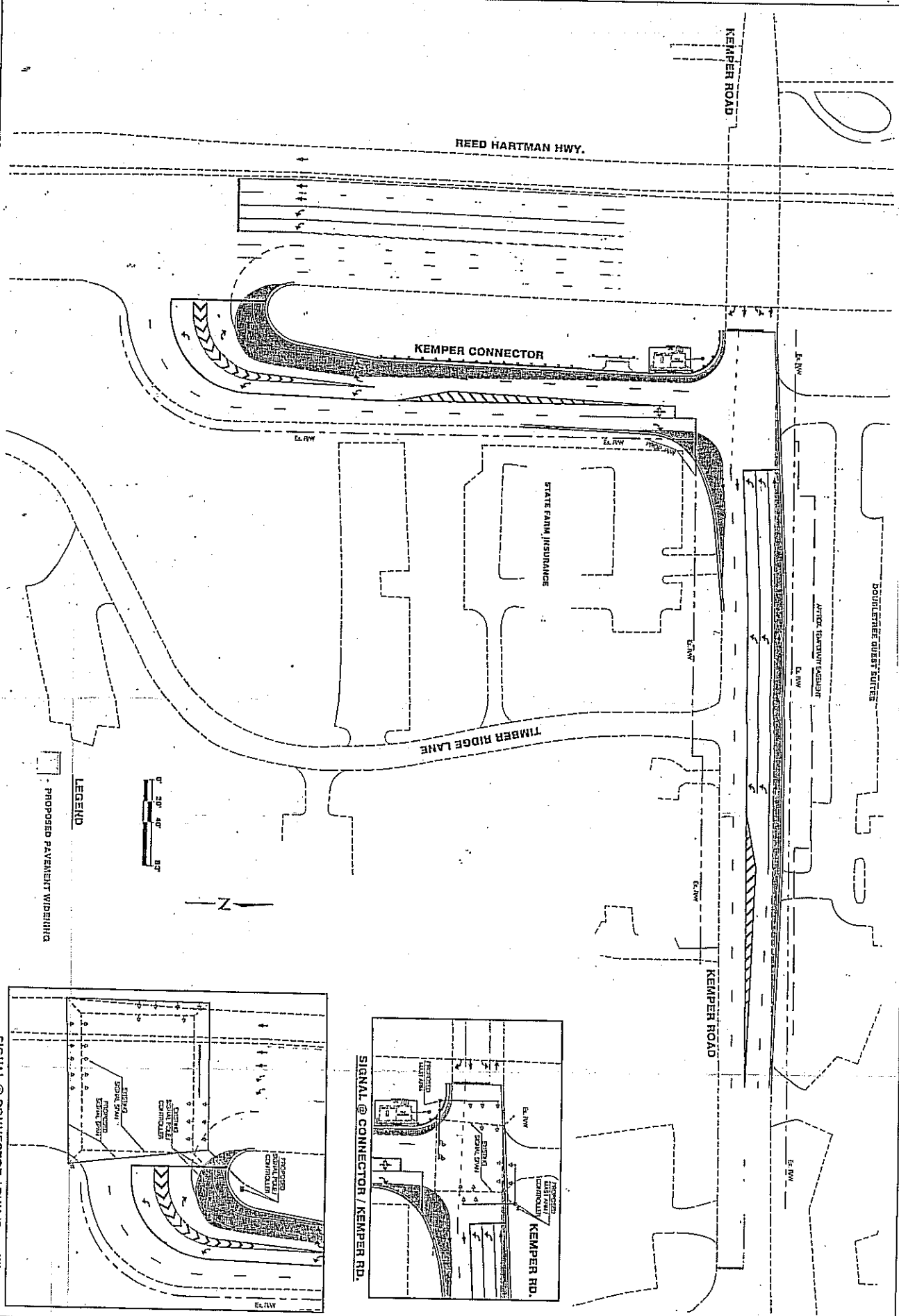


EXHIBIT ROADWAY IMPROVEMENTS KEMPER CONNECTOR IMPROVEMENTS CITY OF SHARONVILLE, OHIO	PRELIMINARY NOT RELEASED FOR CONSTRUCTION	CDS ASSOCIATES, INC. 11120 Kettering Road Cincinnati, Ohio 45241-1111 513.752.1111 513.752.1112 513.752.1113																																												
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RESOLUTION 2009 – R – 23

TO APPOINT A CHIEF EXECUTIVE OFFICER, A CHIEF FINANCIAL OFFICER, AND PROJECT MANAGER; TO SUBMIT A STATE CAPITAL IMPROVEMENT PROGRAM APPLICATION TO THE STATE DISTRICT PUBLIC WORKS INTEGRATING COMMITTEE AND AUTHORIZING THE EXECUTION OF AN AGREEMENT WITH THE OHIO PUBLIC WORKS COMMISSION FOR THE RE-CONSTRUCTION OF THE KEMPER ROAD CONNECTOR

WHEREAS, the Council of the City of Sharonville has identified several infrastructure projects which are in need of corrective repairs; and

WHEREAS, the City of Sharonville wishes to undertake such repairs by means of funds available as part of the SCIP/LTIP Grant Program; and

WHEREAS, the Safety/Service Director shall be authorized to recommend such repairs and execute such contracts as are necessary for such repairs; and

WHEREAS, the City of Sharonville wishes to submit a SCIP/LTIP Grant Application to the Ohio Public Works Commission for the re-construction of the Kemper Road Connector; and

WHEREAS, the Safety/Service Director shall be authorized to enter into contracts on behalf of the City of Sharonville.


NOW THEREFORE, BE IT HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF SHARONVILLE, HAMILTON COUNTY, OHIO THAT:

SECTION I: For purposes of the State Capital Improvement Program:

- a. The Safety/Service Director of the City of Sharonville shall be its Chief Executive Officer;
- b. The Deputy Auditor of the City of Sharonville shall be its Chief Financial Officer;
- c. The City Engineer of the City of Sharonville shall be its Project Manager.

SECTION II: The Safety/Service Director is hereby authorized to submit an application to the District 2 Integrating Committee for SCIP/LTIP funds for the following project: Kemper Road Connector Intersection Improvements.

SECTION III: In the event that the City of Sharonville is awarded said funds, the Safety/Service Director is hereby authorized to execute a project agreement with the Ohio Public Works Commission.

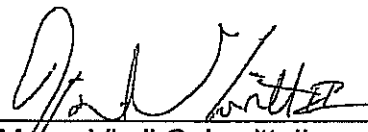


President of Council, Kevin Hardman

Passed: October 27, 2009

Attest: Martha Cross Funk
Clerk of Council

Approved: October 27, 2009



Mayor Virgil G. Lovitt, II

PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2010

INSTRUCTIONS: Use one form for each project. Assign priority to projects. The Municipality's Engineer, or a Registered Engineer of the Municipality's choosing, shall prepare the application cost estimate. Submit by 4:00 p.m., Monday, August 31, 2009.

1. Municipality City of Sharonville
2. Road Name Kemper Connector Intersection Improvements
3. Project Limits Reed Hartman Highway to 650' east of Connector
(Please give a "from - to" limit if possible.)
4. Project Priority 2
5. Present Roadway Data: (Answer all that apply) (Kemper Road)
 - (a) Pavement Width 45' (b) RW Width 80' - 90' (c) Curb Type 2
 - (d) Type Surface Asphalt (e) Type Base Asphalt (f) Shoulder Type n/a
 - (g) Shoulder Width n/a (h) Year Last Resurfaced 2000
6. Present condition of project area: List deficiencies and reasons for improvement.

Westbound Kemper backs up in PM peak hour from Connector to the I-275 overpass and affects operation of Kemper/Grooms intersection. Northbound Connector backs up from Kemper onto Reed Hartman Highway in PM peak. Kemper/Connector intersection operates at LOS "E". Illegal movements turning right onto Kemper from center lane of Connector and cutting through parking lot of Double Tree Hotel are commonplace. Improvements needed to relieve congestion and enhance safety.
7. Project description or statement of work to be done: Include width and type of new pavement and other project particulars. List also any type of "Green" technology/materials/construction methods that will be used in this project.

Pavement widening/addition to create: On westbound Kemper, a double left turn to the Connector and a through lane; on southbound Connector, a double right turn onto northbound Reed Hartman Highway; and on northbound Connector, a double right turn onto eastbound Kemper. Resurface Kemper and Connector within project limits; modify/replace signals at Reed Hartman Highway and Kemper respectively. See attached Concept Plan.
8. Traffic Data: (a) Present Volume 15,957 VPD (b) Date of Count 1999 (Kemper)
9. Cost Estimate:

When engineering plans are necessary, list the following costs:

a. Preparation of preliminary plans & estimates, etc.	\$	<u>n/a</u>
b. Preparation of final plans & estimates, etc.	\$	<u>n/a</u>
c. Construction Cost Estimate	\$	<u>657,800.00</u>
d. Other Costs (Specify)	\$	<u>n/a</u>
TOTAL AMOUNT OF MRF FUNDS APPLIED FOR		= \$ <u>131,560.00</u>
10. Estimated date construction can be started after approval July 12, 2010
11. Estimated date construction can be started if not funded 100% from MRF July 12, 2010 with
12. 60% OPWC funding; unknown without OPWC funding.
13. Are the MRF funds to be used as matching funds for SCIP / LTIP? Yes X No
If yes, what percentage of the project cost? 20 %
14. Cost Estimate Prepared By: CDS Associates, Inc. Date: 9-28-09
15. Application Prepared By: Mack A. Thuesman Date: 9-28-09
(Signature)

Kemper Connector Intersection Improvements City of Sharonville



Northbound Connector – failed pavement in outside lane.



AM Traffic, queued on northbound Connector (Note: The guardrail turnout for CBT facility is at the top of the Connector).

Kemper Connector Intersection Improvements City of Sharonville

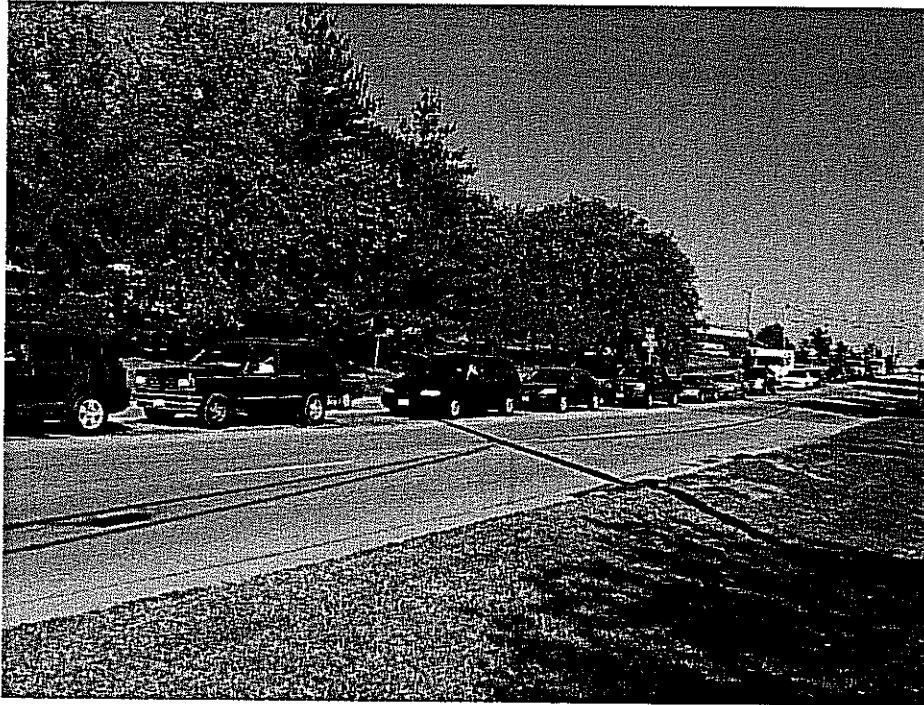


AM Traffic, queued on southbound Connector.



AM Traffic, queued on Reed Hartman at double-left onto Connector.

Kemper Connector Intersection Improvements City of Sharonville

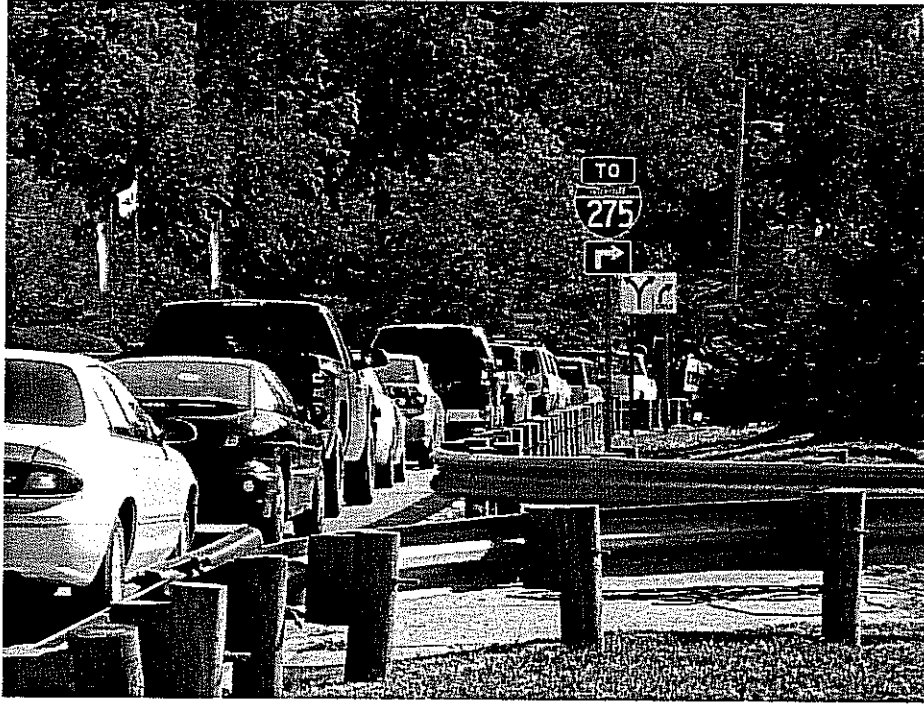


PM Traffic, queued on westbound Kemper.



PM Traffic, queued on westbound Kemper thru Grooms intersection.

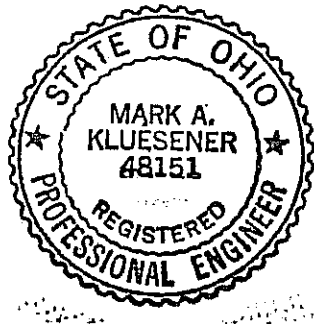
Kemper Connector Intersection Improvements City of Sharonville



PM Traffic, queued on southbound Connector.

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.



Mark A. Kluesener 9-17-09
SIGNATURE DATE

Weather : Sunny/Cool
 Counted by: Jsach/Jgil
 Board # : 01318
 Other : 2009002-020
 Street name :Kemper Connector

CDS ASSOCIATES, INC.
 11120 Kenwood Road
 Cincinnati, Ohio

Site Code : 020090020201
 Start Date: 09/09/2009
 File I.D. : T:\--- TRAFFI
 Page : 2

South of Kemper											
Begin	SB		NB		Combined						Thursday
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 09/10	6	139	9	121	15	260					
12:15	4	127	14	136	18	263					
12:30	17	129	16	112	33	241					
12:45	10	131	526	5	44	106	475	15	81	237	1001
01:00	6	132		7		141		13		273	
01:15	7	115		5		135		12		250	
01:30	9	143		4		94		13		237	
01:45	5	115	505	4	20	119	489	9	47	234	994
02:00	5	122		4		129		9		251	
02:15	3	112		7		131		10		243	
02:30	3	121		2		85		5		206	
02:45	5	122	477	6	19	81	426	11	35	203	903
03:00	3	121		4		121		7		242	
03:15	1	115		4		104		5		219	
03:30	4	161		4		113		8		274	
03:45	3	159	556	2	14	116	454	5	25	275	1010
04:00	3	167		5		117		8		284	
04:15	10	151		4		126		14		277	
04:30	8	219		3		112		11		331	
04:45	6	170	707	9	21	111	466	15	48	281	1173
05:00	17	227		8		117		25		344	
05:15	9	216		11		105		20		321	
05:30	10	250		16		113		26		363	
05:45	12	211	904	12	47	144	479	24	95	355	1383
06:00	20	203		37		133		57		336	
06:15	22	188		36		140		58		328	
06:30	30	144		39		87		69		231	
06:45	42	106	641	59	171	90	450	101	285	196	1091
07:00	66	100		80		97		146		197	
07:15	94	82		153		67		247		149	
07:30	121	95		98		51		219		146	
07:45	146	63	340	130	461	61	276	276	888	124	616
08:00	154	86		143		67		297		153	
08:15	142	79		250		59		392		138	
08:30	128	60		220		41		348		101	
08:45	101	40	265	232	845	44	211	333	1370	84	476
09:00	126	41		170		41		296		82	
09:15	97	44		146		44		243		88	
09:30	78	63		118		47		196		110	
09:45	75	28	176	101	535	33	165	176	911	61	341
10:00	87	37		95		28		182		65	
10:15	65	29		134		24		199		53	
10:30	77	25		89		27		166		52	
10:45	82	11	102	85	403	32	111	167	714	43	213
11:00	97	17		88		21		185		38	
11:15	109	20		110		10		219		30	
11:30	135	17		102		15		237		32	
11:45	110	451	68	106	406	11	57	216	857	25	125
Totals	2370	5267		2986		4059		5356		9326	
Day Totals		7637		7045				14682			
Split %	44.2%	56.4%		55.7%		43.5%					
Peak Hour	07:45	05:00		08:15		05:30		08:00		05:00	
Volume	570	904		872		530		1370		1383	
P.H.F.	.92	.90		.87		.92		.87		.95	

Weather :Sunny/Cool
 Counted by: Jschn/Jgil
 Board # :01317
 Other : 2009002-020
 Street name :Kemper

CDS ASSOCIATES, INC.
 11120 Kenwood Road
 Cincinnati, Ohio

Site Code : 200900200202
 Start Date: 09/09/2009
 File I.D. : T:\--- TRAFFI
 Page : 2

Begin		EB		WB		Combined		Thursday	
Time		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	09/10	7	161	9	149	16	310		
12:15		10	153	14	157	24	310		
12:30		12	162	11	166	23	328		
12:45		6	152	9	151	15	303	1251	
01:00		3	174	10	134	13	308		
01:15		7	162	13	136	20	298		
01:30		4	130	6	143	10	273		
01:45		2	139	6	127	8	266	1145	
02:00		5	156	4	120	9	276		
02:15		4	137	3	136	7	273		
02:30		4	119	3	130	7	249		
02:45		4	147	6	145	10	292	1090	
03:00		8	149	5	116	13	265		
03:15		7	144	4	150	11	294		
03:30		6	124	3	162	9	286		
03:45		7	133	2	210	9	343	1188	
04:00		1	146	2	149	3	295		
04:15		3	148	10	212	13	360		
04:30		9	154	8	187	17	341		
04:45		5	150	14	259	19	409	1405	
05:00		10	174	8	230	18	404		
05:15		11	148	7	285	18	433		
05:30		18	187	12	281	30	468		
05:45		22	184	24	250	46	434	1739	
06:00		49	190	26	213	75	403		
06:15		28	172	24	219	52	391		
06:30		67	112	37	153	104	265		
06:45		78	110	54	102	132	212	1271	
07:00		121	95	91	112	212	207		
07:15		144	67	104	89	248	156		
07:30		145	74	149	86	294	160		
07:45		176	82	158	69	334	151	674	
08:00		243	66	218	105	461	171		
08:15		309	79	154	77	463	156		
08:30		275	55	136	64	411	119		
08:45		250	59	114	34	364	93	539	
09:00		181	40	133	70	314	110		
09:15		173	37	107	72	280	109		
09:30		143	39	78	62	221	101		
09:45		110	31	87	26	197	57	377	
10:00		132	30	86	53	218	83		
10:15		112	17	89	30	201	47		
10:30		113	20	93	27	206	47		
10:45		100	20	107	13	207	33	210	
11:00		115	10	100	19	215	29		
11:15		121	6	148	28	269	34		
11:30		123	20	159	15	282	35		
11:45		129	11	163	11	292	22	120	
Totals		3612	5075	2808	5934	6420	11009		
Day Totals			8687		8742		17429		
Split %		56.2%	46.1%	43.7%	53.9%				
Peak Hour	08:00	05:30	07:30	04:45	08:00	05:00			
Volume	1077	733	679	1055	1699	1739			
P.H.F.	.87	.96	.77	.92	.91	.92			

CDS Associates, Inc.

11120 Kenwood Road
Cincinnati, Ohio

File Name : Kemper_Connector_Kemper_AM

Site Code : 07002004

Start Date : 2007-07-26

Page No : 1

Counter No. : T12-466
Counted By : Mike Pope
Weather : Cool/dry
Job No. : 2007002-004

Groups Printed- Unshifted

	Kemper Rd Eastbound				Kemper Rd Westbound				Kemper Connector Northbound				Double Tree Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	56	56	112	96	90	0	186	55	4	103	162	0	2	1	3	463
07:15 AM	1	54	26	81	89	73	0	162	16	3	138	157	1	5	1	7	407
07:30 AM	2	69	18	89	131	96	1	228	14	5	165	184	0	6	0	6	507
07:45 AM	2	96	34	132	138	81	2	221	24	6	202	232	4	6	1	11	596
Total	5	275	134	414	454	340	3	797	109	18	608	735	5	19	3	27	1973
08:00 AM	1	94	24	119	115	52	0	167	18	14	189	221	2	3	3	8	515
08:15 AM	1	80	19	100	122	47	0	169	16	7	195	218	3	7	0	10	497
08:30 AM	1	35	25	61	120	41	0	161	4	5	190	199	0	8	0	8	429
08:45 AM	1	40	19	60	86	49	1	136	13	2	148	163	1	4	2	7	366
Total	4	249	87	340	443	189	1	633	51	28	722	801	6	22	5	33	1807
Grand Total	9	524	221	754	897	529	4	1430	160	46	1330	1536	11	41	8	60	3780
Apprch %	1.2	69.5	29.3		62.7	37	0.3		10.4	3	86.6		18.3	68.3	13.3		
Total %	0.2	13.9	5.8	19.9	23.7	14	0.1	37.8	4.2	1.2	35.2	40.6	0.3	1.1	0.2	1.6	

	Kemper Rd Eastbound				Kemper Rd Westbound				Kemper Connector Northbound				Double Tree Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	69	18	89	131	96	1	228	14	5	165	184	0	6	0	6	507
07:45 AM	2	96	34	132	138	81	2	221	24	6	202	232	4	6	1	11	596
08:00 AM	1	94	24	119	115	52	0	167	18	14	189	221	2	3	3	8	515
08:15 AM	1	80	19	100	122	47	0	169	16	7	195	218	3	7	0	10	497
Total Volume	6	339	95	440	506	276	3	785	72	32	751	855	9	22	4	35	2115
% App. Total	1.4	77	21.6		64.5	35.2	0.4		8.4	3.7	87.8		25.7	62.9	11.4		
PHF	.750	.883	.699	.833	.917	.719	.375	.861	.750	.571	.929	.921	.563	.786	.333	.795	.887

CDS Associates, Inc.

11120 Kenwood Road
Cincinnati, Ohio

File Name : Kemper_Connector_Kemper_PM

Site Code : 44442222

Start Date : 2007-10-04

Page No : 1

Counter No. : T12-722
Counted By : Ethan Himes
Weather : Sunny/hot
Job No. : 2007002-004

Groups Printed- Unshifted




















	Kemper Rd Eastbound					Kemper Rd Westbound				Kemper Connector Northbound				Hotel Access Southbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	71	29	0	100	178	78	1	257	23	4	100	127	0	5	0	5	489
04:15 PM	0	79	33	0	112	168	58	0	226	24	6	101	131	0	5	0	5	474
04:30 PM	0	101	33	0	134	195	85	1	281	22	3	101	126	0	3	1	4	545
04:45 PM	1	104	45	0	150	209	88	1	298	25	5	85	115	1	9	0	10	573
Total	1	355	140	0	496	750	309	3	1062	94	18	387	499	1	22	1	24	2081
05:00 PM	0	95	41	0	136	154	116	7	277	15	0	84	99	2	29	1	32	544
05:15 PM	0	96	48	0	144	180	89	2	271	16	3	88	107	3	12	0	15	537
05:30 PM	0	81	26	0	107	193	84	1	278	24	4	95	123	2	2	1	5	513
05:45 PM	0	91	23	0	114	142	54	0	196	25	4	75	104	0	5	0	5	419
Total	0	363	138	0	501	669	343	10	1022	80	11	342	433	7	48	2	57	2013
Grand Total	1	718	278	0	997	1419	652	13	2084	174	29	729	932	8	70	3	81	4094
Apprch %	0.1	72	27.9	0		68.1	31.3	0.6		18.7	3.1	78.2		9.9	86.4	3.7		
Total %	0	17.5	6.8	0	24.4	34.7	15.9	0.3	50.9	4.3	0.7	17.8	22.8	0.2	1.7	0.1	2	

	Kemper Rd Eastbound					Kemper Rd Westbound				Kemper Connector Northbound				Hotel Access Southbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	0	101	33	0	134	195	85	1	281	22	3	101	126	0	3	1	4	545
04:45 PM	1	104	45	0	150	209	88	1	298	25	5	85	115	1	9	0	10	573
05:00 PM	0	95	41	0	136	154	116	7	277	15	0	84	99	2	29	1	32	544
05:15 PM	0	96	48	0	144	180	89	2	271	16	3	88	107	3	12	0	15	537
Total Volume	1	396	167	0	564	738	378	11	1127	78	11	358	447	6	53	2	61	2199
% App. Total	0.2	70.2	29.6	0		65.5	33.5	1		17.4	2.5	80.1		9.8	86.9	3.3		
PHF	.250	.952	.870	.000	.940	.883	.815	.393	.945	.780	.550	.886	.887	.500	.457	.500	.477	.959

HCM Signalized Intersection Capacity Analysis

78: Kemper Road & Kemper Conn.

9/17/2009

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	339	95	506	276	3	72	32	751	9	22	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			3%			-1%	
Total Lost time (s)	3.0	3.0		4.0	3.0			3.0	3.0		3.0	
Lane Util. Factor	1.00	0.95		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.97		1.00	1.00			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (prot)	1770	3423		1703	1860			1809	1544		1821	
Flt Permitted	0.56	1.00		0.16	1.00			0.79	1.00		0.94	
Satd. Flow (perm)	1052	3423		286	1860			1484	1544		1736	
Peak-hour factor, PHF	0.83	0.83	0.83	0.86	0.86	0.86	0.92	0.92	0.92	0.80	0.80	0.80
Adj. Flow (vph)	7	408	114	588	321	3	78	35	816	11	28	5
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	21	0	3	0
Lane Group Flow (vph)	7	502	0	588	324	0	0	113	795	0	41	0
Heavy Vehicles (%)	2%	2%	2%	6%	2%	2%	0%	0%	3%	2%	2%	2%
Turn Type	Perm		pm+pt		Perm		pt+ov		Perm			
Protected Phases	2		1 6		4		4 1		4			
Permitted Phases	2		6 6		4				4			
Actuated Green, G (s)	24.0	24.0	77.4 77.4		41.6		94.0		41.6			
Effective Green, g (s)	27.0	27.0	79.4 80.4		43.6		96.0		43.6			
Actuated g/C Ratio	0.21	0.21	0.61 0.62		0.34		0.74		0.34			
Clearance Time (s)	6.0	6.0	6.0 6.0		5.0				5.0			
Vehicle Extension (s)	3.0	3.0	3.0 3.0		3.0				3.0			
Lane Grp Cap (vph)	218	711	713 1150		498		1140		582			
v/s Ratio Prot		0.15	c0.31 0.17		c0.51							
v/s Ratio Perm	0.01		c0.19		0.08				0.02			
v/c Ratio	0.03	0.71	0.82 0.28		0.23		0.70		0.07			
Uniform Delay, d1	41.1	47.8	27.5 11.5		31.1		9.2		29.4			
Progression Factor	1.00	1.00	1.00 1.00		0.64		4.91		1.00			
Incremental Delay, d2	0.3	5.8	10.5 0.6		0.2		1.3		0.1			
Delay (s)	41.4	53.7	38.0 12.1		20.1		46.3		29.5			
Level of Service	D	D	D B		C		D		C			
Approach Delay (s)		53.5	28.8		43.1				29.5			
Approach LOS		D	C		D				C			
Intersection Summary												
HCM Average Control Delay			39.7		HCM Level of Service			D				
HCM Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)			7.0				
Intersection Capacity Utilization			72.2%		ICU Level of Service			C				
Analysis Period (min)			15									
c Critical Lane Group												

AM - NB Single Right - Existing





















Synchro 7 - Report

G:\2007\2007002-004 Sharonville Traffic Operations\calcs\Synchro Analysis for Kemper at Kemper Connector\AM Single Right 2009 Page 17.syn

HCM Signalized Intersection Capacity Analysis

78: Kemper Road & Kemper Conn.

11/25/2008




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	339	95	506	276	3	72	32	751	9	22	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			3%			-1%	
Total Lost time (s)	3.0	3.0		4.0	3.0			3.0	3.0		3.0	
Lane Util. Factor	1.00	0.95		0.97	1.00			0.95	0.95		1.00	
Frt	1.00	0.97		1.00	1.00			0.89	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1770	3423		3303	1860			1527	1467		1821	
Flt Permitted	0.56	1.00		0.95	1.00			0.94	1.00		0.89	
Satd. Flow (perm)	1052	3423		3303	1860			1448	1467		1634	
Peak-hour factor, PHF	0.83	0.83	0.83	0.86	0.86	0.86	0.92	0.92	0.92	0.80	0.80	0.80
Adj. Flow (vph)	7	408	114	588	321	3	78	35	816	11	28	5
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	7	503	0	588	324	0	0	472	457	0	41	0
Heavy Vehicles (%)	2%	2%	2%	6%	2%	2%	0%	0%	3%	2%	2%	2%
Turn Type	Perm			Prot			Perm			pt+ov	Perm	
Protected Phases	2			1			4			4.1	4	
Permitted Phases	2			6			4				4	
Actuated Green, G (s)	27.0	27.0		37.0	70.0			49.0	91.0		49.0	
Effective Green, g (s)	30.0	30.0		39.0	73.0			51.0	93.0		51.0	
Actuated g/C Ratio	0.23	0.23		0.30	0.56			0.39	0.72		0.39	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	243	790		991	1044			568	1049		641	
v/s Ratio Prot		c0.15		c0.18	0.17				0.31			
v/s Ratio Perm	0.01							c0.33			0.03	
v/c Ratio	0.03	0.64		0.59	0.31			0.83	0.44		0.06	
Uniform Delay, d1	38.7	45.1		38.7	15.1			35.6	7.6		24.6	
Progression Factor	1.00	1.00		1.00	1.00			0.97	3.87		1.00	
Incremental Delay, d2	0.2	3.9		2.6	0.8			7.2	0.2		0.0	
Delay (s)	38.9	49.0		41.4	15.9			41.6	29.8		24.7	
Level of Service	D	D		D	B			D	C		C	
Approach Delay (s)		48.8			32.3			35.8			24.7	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM Average Control Delay	37.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

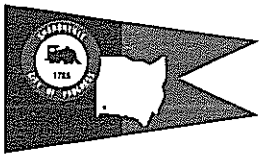
78: Kemper Road & Kemper Conn.

11/25/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	396	167	738	378	11	78	11	358	6	53	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			3%			-1%	
Total Lost time (s)	3.0	3.0		4.0	3.0			3.0	3.0		3.0	
Lane Util. Factor	1.00	0.95		0.97	1.00			0.95	0.95		1.00	
Fr't	1.00	0.96		1.00	1.00			0.91	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		1.00	
Satd. Flow (prot)	1770	3381		3303	1855			1561	1467		1855	
Flt Permitted	0.52	1.00		0.95	1.00			0.79	1.00		0.96	
Satd. Flow (perm)	972	3381		3303	1855			1254	1467		1789	
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.89	0.89	0.89	0.46	0.46	0.46
Adj. Flow (vph)	1	421	178	777	398	12	88	12	402	13	115	4
RTOR Reduction (vph)	0	36	0	0	1	0	0	0	0	0	1	0
Lane Group Flow (vph)	1	563	0	777	409	0	0	253	249	0	131	0
Heavy Vehicles (%)	2%	2%	2%	6%	2%	2%	0%	0%	3%	2%	2%	2%
Turn Type	Perm			Prot			Perm			pt+ov	Perm	
Protected Phases		2		1	6			4	4	1		4
Permitted Phases	2				6		4				4	
Actuated Green, G (s)	32.0	32.0		50.7	88.7			30.3	86.0		30.3	
Effective Green, g (s)	35.0	35.0		52.7	91.7			32.3	88.0		32.3	
Actuated g/C Ratio	0.27	0.27		0.41	0.71			0.25	0.68		0.25	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	262	910		1339	1308			312	993		444	
v/s Ratio Prot		c0.17		c0.24	0.22				0.17			
v/s Ratio Perm	0.00							c0.20			0.07	
v/c Ratio	0.00	0.62		0.58	0.31			0.81	0.25		0.30	
Uniform Delay, d1	34.7	41.7		30.1	7.2			46.0	8.2		39.6	
Progression Factor	1.00	1.00		1.00	1.00			0.67	2.81		1.00	
Incremental Delay, d2	0.0	3.2		1.8	0.6			10.7	0.1		0.4	
Delay (s)	34.8	44.8		31.9	7.9			41.3	23.1		40.0	
Level of Service	C	D		C	A			D	C		D	
Approach Delay (s)		44.8			23.6			32.3			40.0	
Approach LOS		D			C			C			D	

Intersection Summary

HCM Average Control Delay	31.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



CITY
OF
SHARONVILLE

10900 Reading Road
Sharonville, Ohio 45241
(513) 563-1147
FAX (513) 563-7321

POLICE DEPARTMENT

MAYOR
Virgil G. Lovitt, II

POLICE CHIEF
Michael G. Schappa

SAFETY/SERVICE DIRECTOR
Al Ledbetter

September 11, 2009

Mr. William W. Brayshaw
Hamilton County Engineer
10480 Burlington Road
Cincinnati, Ohio 45231

Dear Mr. Brayshaw,

Please accept this letter as my support for intersection improvements at Kemper Road and the connector to Reed Hartman Highway. The Sharonville Police Department has received numerous complaints about unsafe actions in this area and has focused special enforcement in an attempt to reduce these acts. I believe that expanding the ability for traffic to flow efficiently between these two roadways will reduce the safety concerns that are currently present. Thanks for your consideration of financial support for the City of Sharonville through OPWC funds for this important project.

Sincerely,

Michael G. Schappa
Chief of Police



City of Blue Ash
4343 Copper Road
Blue Ash, OH 45242-5699
Phone: 513-745-8500
Fax: 513-745-8594
BlueAsh.com

David M. Waltz
City Manager



August 31, 2009

Mr. William W. Brayshaw, P.E., P.S.
County Engineer, Hamilton County
10480 Burlington Road
Cincinnati, OH 45231

RE: 2010 SCIP Project for Sharonville, OH – Kemper Connector Improvements

Dear Mr. Brayshaw:

The City of Blue Ash strongly supports Sharonville's request for SCIP funds to widen and improve the Kemper Connector at Kemper Road. The improvements to this intersection will improve safety and provide significant congestion relief, particularly during the morning peak period.

This roadway is a major connection between Reed Hartman Highway and Kemper Road and serves many businesses and residents in Sharonville, Blue Ash and Sycamore Township. This project supports continued economic vitality along the Kemper Road corridor. For example, the Kroger IT division on Grooms Road with approximately 1,100 employees is only one of many local employers that will benefit from improvements to this roadway.

Please contact me at 745.8545 if you have any questions.

Sincerely,

WILLIAM M. DUNCAN, P.E.
Public Works Director

CC: Tom Losekamp, City of Sharonville



SYCAMORE TOWNSHIP

Hamilton County, OH

8540 Kenwood Road
Sycamore Twp, OH
45236-2010
PH (513) 791-8447
FX (513) 792-8564

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Ph.D. MFireE, CHSIII

**Planning/Zoning Director
Assistant Township
Administrator**
Greg Bickford, AICP

**Parks & Recreation
Director**
Michael McKeown

September 10, 2009

Mr. Tom Losekamp
City of Sharonville
10900 Reading Road
Sharonville, OH 45241

RE: Kemper Connector Improvements

Dear Tom:

I have reviewed the proposed improvements for the Kemper Road connector to Reed Hartman Highway and visited the site on Wednesday, September 9th. The dual left turn lanes from westbound Kemper Road will certainly improve the flow of traffic and reduce the current backups along this portion of roadway.

Sincerely,


Rob Molloy
Administrator

RFM/g

BEACON

Orthopaedics & Sports Medicine

Physicians

David B. Argo, M.D.
John J. Brannan, M.D.
Robert R. Burger, M.D.
Peter S. Cha, M.D.
Jaideep Chunduri, M.D.
Lester S. Duplechan, M.D.
O. Daniel Fox, M.D.
Grigory Goldberg, M.D.
Timothy E. Kremchek, M.D.
Martin L. McTigue, M.D.
Henry A. Stiene, M.D.
John W. Wolf, Jr., M.D.

Summit Woods

500 E. Business Way, Suite A
Sharonville, Ohio 45241

Clinic

Tel (513) 354-3700
Fax (513) 354-3705

Imaging

Tel (513) 354-3787
Fax (513) 354-3789

Physical Therapy

Tel (513) 389-3666
Fax (513) 389-3665

Surgery Center

Tel (513) 354-3737
Fax (513) 354-3707

Beacon West

6480 Harrison Avenue
Cincinnati, Ohio 45247

Clinic

Tel (513) 354-3700
Fax (513) 354-7601

Imaging

Tel (513) 354-7787
Fax (513) 354-7788

Physical Therapy

Tel (513) 354-7777
Fax (513) 354-7778

Surgery Center

Tel (513) 354-7737
Fax (513) 354-7738

Patient Accounts

Clinic

P.O. Box 634143
Cincinnati, Ohio 45263
Tel (888) 923-7028
Fax (330) 497-7940

Surgery Center

P.O. Box 634137
Cincinnati, Ohio 45263
Tel (513) 354-7700
Fax (513) 354-7701

September 10, 2009

Tammy Riddle

Economic Development Specialist

City of Sharonville

10900 Reading Road

Sharonville, OH 45241

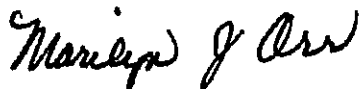
Dear Ms. Riddle:

The physicians and staff of Beacon Orthopaedics & Sports Medicine completely support your efforts to improve the access to Kemper Road from I-275. We have a flourishing practice in the Summit Woods office park and are currently expanding our facility by 29,000 sq ft to accommodate additional patient services and more physician clinic space. It is anticipated that we will be adding 75 additional personnel to our Summit Woods Facility and increasing the patient volumes by more than 25%. In the month of July, 2009, more than 5,000 patient encounters were made to our Summit Woods facility and we have more than 150 employees at this facility presently. While the economy has been difficult for the Greater Cincinnati Area, our orthopaedic practice has experienced double digit growth since we first opened our Summit Woods office in 2003. 2009 is tracking to perform in the same manner.

It is our experience that patients routinely encounter unexpected delays due to the traffic gridlock moving from I-275 to Reed Hartman Highway to Kemper Road. Many patients have relayed that they find the transition from I-275 to Kemper to be confusing and dangerous. The problems have multiplied in the past three years due to the overall commercial growth of the area.

We strongly support the efforts of the City of Sharonville in their efforts to improve the infrastructure of our community.

Sincerely,



Marilyn J. Orr, MBA, CMPE
Executive Director

www.beaconortho.com

ADDITIONAL SUPPORT INFORMATION

For Program Year 2010 (July 1, 2010 through June 30, 2010), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES ☒ NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The overall condition of Kemper Road and the Kemper Connector is good. There are minor areas of pavement surface deterioration and damaged curb. Reed Hartman and the Connector were last resurfaced in 2004/2005 and Kemper Road was last resurfaced in about 2000.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Since January 2007, there have been 47 crashes associated with the Connector and at or near its intersections with Reed Hartman Highway and Kemper Road. Of these, 36 have been on weekdays between 7:00 AM and 7:00 PM, illustrating the connection between traffic congestion in the area and accidents. (Crash reports for these 36 are enclosed.) Of the 36, minor injuries occurred in 6; 25 of the 36 were rear end accidents. Because of the congestion, illegal maneuvers have become commonplace, the two most common being vehicles, including trucks, turning right onto Kemper from the center (through/left) lane of the Connector; and, vehicles westbound on Kemper, cutting through the Double Tree Hotel parking lot from its east driveway to get to the signalized driveway opposite the Connector. The enclosed letter from the Sharonville Police Chief attests to this and the attendant safety concern.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

It is not anticipated that the completed project will have any adverse or beneficial impacts on the overall health of the service area.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Fields Ertel Road Improvements

Priority 2 Kemper Connector Intersection Improvements

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for usage of the facility or its products once the projects is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

N/A

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

The Kemper Connector is a vital link between Reed Hartman Highway and Kemper Road providing access to the businesses along the Kemper Corridor and those on the intersecting streets, such as Grooms. Summit Woods, a 50-Ac office park just east of the Kemper / I-275 overpass, has 18-Ac of developable parcels remaining. The proposed improvements will relieve the existing congestion and enhance the marketability of that remaining land.

The City of Blue Ash, Sycamore Township, and Beacon Orthopaedics and Sports Medicine have each written a letter (enclosed) in support of the project and attesting to the congestion in the area.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding.

See enclosed Municipal Road Fund (MRF) Application.

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

The intersection of the Connector with Kemper Road is over capacity. The AM and PM peak hour right turn movements from the Connector to eastbound Kemper are 751 vehicles and 358 vehicles respectively. The corresponding left turn movements from westbound Kemper to the Connector are 506 vehicles and 738 vehicles. (See enclosed turning movement counts.) As a result, traffic on northbound Connector backs up toward Reed Hartman Highway and westbound Kemper routinely queues past Grooms to the I-275 overpass, which in turn blocks the intersection of Kemper and Grooms. The provision of a double right turn from the Connector to Kemper and a double left turn from Kemper to the Connector, combined with a double right from the Connector to Reed Hartman Highway, will reduce this peak hour congestion.

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the current edition of the Highway Capacity Manual.

<u>No Build</u>	<u>Proposed Geometry</u>
Current Year LOS <u>D</u>	Current Year LOS AM (D); PM ©
Design Year LOS _____	Design Year LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

Level of Service "C" cannot be achieved in all instances due to the sheer volume of traffic on Kemper and the Connector and the number of turning movements; the short distance of the Connector between the Kemper and Reed Hartman intersections; and, the physical and practical constraints to adding any more capacity beyond double right and double left turn lanes.

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 1

a.) Are preliminary plans or engineering completed?	Yes _____ No <u>X</u> N/A _____
b.) Are detailed construction plans completed?	Yes _____ No <u>X</u> N/A _____
c.) Are all utility coordination's completed?	Yes _____ No <u>X</u> N/A _____
d.) Are all right-of-way and easements acquired (if applicable)?	Yes _____ No <u>X</u> N/A _____

If no, how many parcels needed for project? <u>1</u>	Of these, how many are:	Takes _____
		Temporary <u>1</u>
		Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project. One permanent take has been acquired. The remaining temporary take will be defined with plan development and acquired as shown in the schedule.

e.) Give an estimate of time needed to complete any above item not yet completed. Preliminary and detailed plans, 5 months. Utility coordination concurrent with detailed plans.

Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The Kemper Connector is a vital link to Kemper Road from Reed Hartman Highway and the Reed Harman Highway-I-275 interchange. Kemper Road is an east-west minor arterial, that from the Connector east into Sycamore and Symmes Townships, is a commercial and residential corridor that is continuing to develop. Thus, the proposed improvements will provide a regional benefit serving Sharonville, Blue Ash, Sycamore and Symmes Townships, and Butler County to the north and I-275 traffic from the east and west.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed?

Yes _____ No _____ N/A X _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic:	ADT	<u>14.682</u>	x 1.20 =	<u>17.618</u>	Users (Connector)
	ADT	<u>17.429</u>	x 1.20 =	<u>20,915</u>	Users(Kemper, East of Connector)
Water / Sewer:	Homes	_____	x 4.00 =	_____	Users

15) Has the jurisdiction enacted the optional license \$5.00 plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply).

Optional \$5.00 License Tax	<u>Yes</u>	Specify type _____
Infrastructure Levy	_____	Specify type _____
Facility Users Fee	_____	Specify type _____
Dedicated Tax	_____	Specify type _____
Other Fee, Levy or Tax	_____	Specify type _____

**SCIP/LTIP PROGRAM
ROUND 24 - PROGRAM YEAR 2010
PROJECT SELECTION CRITERIA
JULY 1, 2010 TO JUNE 30, 2011**

NAME OF APPLICANT: CITY OF SHANNONVILLE
NAME OF PROJECT: KANAWHA CONNECTION INTERSECTION IMPROVEMENT
RATING TEAM: 4

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- ☒ 5 - Fair Condition
- ☐ 0 - Good or Better

Appeal Score _____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

☒ 20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact

Appeal Score

47,000,000

Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

☒ 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

☒ 20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

☒ 10 - Less than 10%

9 - 10% to 19.99%

8 - 20% to 29.99%

7 - 30% to 39.99%

6 - 40% to 49.99%

5 - 50% to 59.99%

4 - 60% to 69.99%

3 - 70% to 79.99%

2 - 80% to 89.99%

1 - 90% to 95%

0 - Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure new employment

Appeal Score

5 - The project will permit more development

?

☒ 0 - The project will not impact development

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

☒ 2 - 10% to 19.99%

0 - Less than 10%

List total percentage of "Local" funds 10 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – **OTHER**

List total percentage of "Other" funds 20 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

<u>M R F</u>	<u>20</u> %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

10 - Project design is for future demand.

Appeal Score

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

0 - Project design is for no increase in capacity.

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:

Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) **Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?**

- 5- Will be under contract by December 31, 2010 and no delinquent projects in Rounds 21 & 22
3 - Will be under contract by March 31, 2011 and/or one delinquent project in Rounds 21 & 22
0 - Will not be under contract by March 31, 2011 and/or more than one delinquent project in Rounds 21 & 22

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) **Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.**

- 10- Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

☒ 4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

☒ 0 – Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 30,000 or more

Appeal Score

8 - 21,000 to 29,999

☒ 6 - 12,000 to 20,999

4 - 3,000 to 11,999

2 - 2,999 and under

Criterion 14 - Users

The applying agency shall provide documentation. A registered Professional Engineer must certify (*sign and seal*) the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

Appeal Score

☒ 3 - One of the above

0 - None of the above

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. Bonds are not eligible for points in this category.